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Canada. Quebec Harbour Commission.
Report - 1883





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Canada, Quebec Harbour Commission

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(QUEBEC
HARBOUR COMMISSIONERS') REPORTS
FOR THE YEAR 1883

(Prepared according to the provisions of the 14th Section of the 38th Victoria, Chapter 55,
and of the 24th Section of the 36th Victoria, Chapter 54.

Officers of the Quebec Harbour Commission

COMMISSIONERS

P. V. VALIN, Esq., P. M., Chairman,
The Hon. THOS McGREEVY, M. P.,
R. R. DOBELL, Esq.,
JULIEN CHABOT, Esq.,

R. H. SMITH, Esq.

WILLIAM RAE, Esq.,
J. BELL FORSYTH, Esq.,
FERDINAND HAMEL, Esq.,
EDMOND GIROUX, Esq.

NESTOR LACHANCE, Esq., President of the Corporation of Pilots.—*Ex-Officio* member
of the Commission when acting as Pilotage Authority.

FRS GOURDEAU, Harbour Master,
C. SULLIVAN, Asst. Harbour Master,
JAMES WOODS, Chief Clerk and Book-keeper,
ULRIC BINET, Clerk,
A. H. VERRET, Secretary-Treasurer.

QUEBEC
LEGER BROUSSEAU STEAM PRINTING ESTABLISHMENT
9, Buade Street

1884

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1884

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1883.

(Under the 38th Victoria, Chap. 55, Sect. 14.)

QUEBEC, 9TH JANUARY 1884.

To the Honorable A. W. McLELAN,
Minister of Marine and Fisheries, etc.,
Ottawa.

SIR,

In compliance with the provisions of Section 14 of the 38th Victoria, Chapter 55, I have the honor to report as follows on the doings of the Quebec Harbour Commissioners for the year 1883 :

*Arbitration in re Contractors for the Harbour Improvements' claim
in settlement of their Contract.*

In my report for the year 1882 I gave the particulars concerning the award made by the Dominion Board of Arbitrators in favor of Messrs Peters, Moore and Wright, in final settlement of their claim in connection with their contract for the construction of the Harbour Improvements and I stated that the award was then under the consideration of the Commissioners.

Since the Commissioners, acting under legal advise, have notified the contractors that, considering all the circumstances of the case, they had decided not to recognize the award of the Dominion Arbitrators as valid and therefore would decline to pay the amount demanded under same.

The contractors have in consequence resolved to open the case *de novo* and, instead of suing the Commission for the recovery of the Arbitrator's award, they have instituted an action for the sum of three hundred and fifty two thousand four hundred and thirty seven dollars and twenty cents—\$352,437.20—representing their new claim in settlement of their Contract.

Change of Engineers

For various reasons, more particularly on account of their long absence from the works and of the difficulty of communicat-

ing with them, the Commissioners have come to the conclusion that, in the interest of the execution of the important contracts under their control, it was necessary to dispense with the services of their Chief Engineers, Messrs Kinipple and Morris.

By mutual consent an arrangement has been entered into, in August, by which the engagement of Messrs Kinipple and Morris has been cancelled, the Commissioners having paid them the sum of fifteen thousand and forty six dollars and thirty four cents—\$15,046.34—being the balance of their commission up to the date of the cancellation of their engagement. Through the same arrangement they have been retained as Consulting Engineers for a term of three years at a salary of one thousand dollars—\$1000—per annum.

The departure of Messrs Kinipple and Morris has necessitated the engagement of new Engineers. Mr Henry F. Perley, the Chief Engineer of the Public Works of Canada, has, at the request of the Commissioners, kindly consented to take charge of the Graving Dock, and Mr John Edward Boyd, one of the Engineers under Mr Perley, has, in compliance with a request addressed to the Hon: the Minister of Public Works, been appointed Engineer in Charge of the Harbour Works.

The office of Resident Engineer having been virtually abolished under the new arrangement it was found necessary to part with Mr Woodford Pilkington who will have completed, on the 1st June next, a term of seven years as Resident Engineer to the Commission. He has been notified that, on the last day of the month of May proximo, his connection with the Commissioners will be discontinued.

The Commissioners have decided to grant him a Certificate in which they will accognize his ability and his faithful and most competent services.

Graving Dock

On entering into duty as Engineer in charge of the Graving Dock Mr Perley made a thorough survey of all the works that has been executed. The enclosed copy of an alaborated report that he has addressed to the Commissionners on the situation will show you the real position of the works on the 17th November and what has to be done to complete the Dock. His report having been approved of by the Commissionners, the suggestion therein contained of shortening the Dock by thirty feet will be carried out. Its length will therefore be reduced to 519 feet, a length long enough to accommodate the largest steamer that frequents the Harbour, which measures 465 feet over all.

The figures embodied in his report give the approximate total cost of the Graving Dock which will exceed two hundred and twenty five thousand dollars—\$225,000—the original estimate prepared by the late Engineers.

Contracts in connection with the continuation and completion of the Harbour Improvements.

One of the two Contracts, awarded in 1882, for the continuation and completion of the Harbour Improvements, the Gas Warf Junction Contract, has been satisfactorily completed. Through this New Wharf and the Northern cribiwork a communication with the North Shore Railway can be effected on the Louise Embankment.

On account of unavoidable delay in the construction of their plant the Contractors for the other contract, also awarded in 1882, the Dredging Contract, have not been able to commence their work before the middle of the season. Once commenced the work was carried out vigorously day and night without interruption and, at the close of the season, ninety four thousand and ninety two—94092—cubic yards of material had been dredged with the aid of a powerful Dredge only.

The contractors, Messrs Larkin, Connolly Co, are building a new Dredge, similar to the one above mentioned, which will be placed on the works next season.

They are satisfied that they will be able to complete their Contract by the time it will expire, that is to say the 1st November next.

The Contract involves the following quantities to be dredged :

168,500	cubic yards	15 ft. below low watter,
90,000	"	15 " to 20 ft. below low water,
90,000	"	20 " to 26 ft. below low water,
55,000	"	23 " to 26 ft. below low water,
20,000	"	26 " to 36 ft. below low water.

By deducting the 94,092 cubic yards of material already dredged the balance remaining to be done, under the contract, represents 329,408 cubic yards.

The last contract for the completion of the Harbour Improvements, the Cross Wall Contract, has been signed on the 6th June, after having been approved of by the Government. It will expire on the 1st December 1885.

The successful competitors have been Messrs Larkin, Connolly & Co who are now the Contractors of all the works under the control of the Commissioners.

This last Contract involves an expenditure of six hundred and thirty four thousand dollars—\$634,000.

There can be any doubt now that the end of the year 1886 will witness the completion of our immense Harbour Improvements which were commenced in 1877. Although the Cross-Wall Contract expires the 1st December 1885 it will take another season to erect the Caisson at the entrance of the West Dock.

It is the intention of the Commissioners to anticipate the use of those Improvements and they are, at present, considering the question of extending, next summer, the North Shore Railway line from the Palais Station to the east end of the Louise Embankment.

Ballast

Only three vessels, during the season, have been ordered to the Breakwater under the authority of the By-Law of 1877. The quantity of ballast discharged into that wharf from those vessels represents five hundred and thirty tons (530).

The filling of the Breakwater, which was commenced in 1877, has been completed by the ballast of those vessels. It has absorbed the ballast of two hundred and thirty five vessels (235), aggregating eighty seven thousand six hundred and twenty three tons (87,623) of filling materials.

This Wharf is now in a perfect order and affords great advantage for storing coals. Ten thousand tons can easily be accommodated there at all times.

Unless means are devised for the discharging of ballast elsewhere, all the ballast ships will have, for the future, to be sent to the Ballast Ground.

Three thousand five hundred tons (3500) of material have been secured, during the year, for the ballasting of the Pointe-à-Carcy wharf. The filling up of this wharf advances satisfactorily ; but, on account of its size and of the difficulty of securing the material, which can only be obtained from the city, it will take many years still before it is entirely filled. This property being leased and the traffic on it being very large, it is not possible to use the same process for its filling up as was done for the Breakwater, where many vessels can be moored at the same time.

The expenditure connected with the filling up of those two wharves, during the season, has been as follows :

Pointe-à-Carcy.....	\$655 25
Breakwater	181 80

Repairs to Property

The property under the Control of the Commissioners has been kept in a thorough state of order. The most considerable improvement effected was the painting of the three large stores Nos 1, 2 and 7, the two first after having undergone important repairs.

The commissioners decided in 1879 to repair Atkinsons' Wharf; they have not yet been able to carry out their project for the reasons given in the reports that were since addressed to you.

The term of the Lease of this wharf will be expired on the 1st May proximo, and, as soon as the weather will permit, after that date, the work will be commenced and proceeded with without delay in order that the Wharf may be available early in June.

The total expenditure of the year in connection with the repairs to property has reached the sum of fourteen hundred and ninety five dollars and forty six cents—\$1495.46—distributed as follows:

Breakwater.....	\$ 131 70
Pointe-à-Carey Wharf including the	
Stores.....	964 07
East India Wharf.....	75 72
Wellington Wharf.....	223 52
Atkinsons' Wharf.....	53 92
Reynars' Wharf.....	44 53
Grand Trunk Wharf.....	2 00
	—————
	\$1495 46

A sum of one hundred and three dollars and forty seven cents—\$103.47—is still due on account of the expenditure that has been incurred in connection with the repairs of the Pointe-à-Carey property, which amount, added to the nine hundred and sixty four dollars and seven cents—\$964.07—mentioned above, gives a total of one thousand and sixty seven dollars and fifty four cents—1067.54—expended in that property.

Coasting Trade.

The following is a statement of the Coasting Trade of the Harbour for the season of navigation :

Cargoes by Schooners.....	1,255
" " Bateaux.....	1,210
" " Barges.....	223
" " Steamboats.....	268
Passengers.....	43,311

The aggregate tonnage of the crafts engaged in the Coasting Trade, during the season, is represented by 416,390 tons.

The enclosed annexures contain all the information annually conveyed to your Department regarding the Port of Quebec, also a complete statement of the Commissioners' account for the year.

Revenue.

The following is a comparative statement of the Commissioners' revenue for the two last years.

	1882	1883	Difference in 1883.
	\$ cts.	\$ cts.	\$ cts.
Tonnage Dues	21,857 54	26,008 34	4,050 80 Increase.
Import "	4,128 14	3,919 86	208 28 Decrease.
Export "	7,939 45	8,872 34	932 89 Increase.
Harbour "	3,483 98	2,932 62	551 36 Decrease.
Property Revenue.....	19,813 07	21,677 93	1,864 86 Increase.
Interest.....	519 73	1,144 55	624 82 "
B. & D. Water Lots	2,031 86	1,977 37	54 49 Decrease.
Sundries	80 50	61 81	18 69 "
Total.....	59,854 27	66,594 82	6,740 55 Increase

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Trea.

QUÉBEC, 17TH NOVEMBER 1883.

SIR,

I have the honor to submit the following with reference to the Graving Dock, St Joseph de Lewis, for the information of your Board.

At the date (12th Sept. 1883) of my taking charge, I found that about *three quariers* of the body of the dock had been completed ; that works of a temporary character for closing in the outer end and to act as a coffer-dam, which had been commenced in 1881, had not been completed ; and that no progress had been made during 1883 on the dock work proper.

It may be well to state here that early in 1881 it was found that the works at the entrance designed to act as a coffer-dam

had failed for that purpose, and, in May of that year, Mr Kinipple, one of the Engineers who designed the dock, prepared the working plans, and under whose instructions it was being constructed, met with Mr Tomlinson, of the Department of Railways and Canals, and myself, in my capacity as Chief Engineer of the Department of Public Works, as having been appointed by the Honorable the Minister of Public Works, on the subject of this failure, and, after fully discussing the matter and examining the plans, Mr. Kinipple submitted to us a memorandum as follows :—

“ Draft Memorandum of additional works proposed and submitted to Messrs Tomlinson and Perley for mutual agreement in connexion with the Graving Dock now in course of construction at Point-Levis :

“ 1. To wedge, caulk, point, and make water-tight all open and defective joints in the close piling of the foundation and masonry of the wing walls of the entrance to the Graving Dock.

“ 2. To lay down a toe or band of clay along the whole line of the faces of the wing and return walls to such an extent as will entirely cover up the sheet piling or to a height of 12 inches above the tops of the piles ; and also to cover up the entire area lying within the pier heads with at least 2 feet of clay.

“ The object of this work is to prevent the possibility of any undermining taking place during the execution of the inside works.

“ On the completion of the dock the clay with the exception of a small portion of the toeing next the walls to be dredged down to 9 feet below low water mark.

“ 3. To remove the whole of the material or soft soil lying between the strutting, or inner row of piles, of the coffer-dam and the face of the outer invert (where the dock proper commences and is founded upon rock) down to the rock, and fill in the cleared out space with Portland cement concrete up to the level of the underside of the concrete of the outer apron.

“ 4. To drive an additional row of half timber close sheeting piles between the back of the upper wing wall in line with the back of the Caisson Chamber wall, and the close timber sheeting piles across the end of the Caisson chamber walls, which latter is provided for in the contract, such additional row to be driven to the rock and carried up to high water level. The spoil within the area thus enclosed being chiefly under a portion of a Caisson Chamber to be cleared out down to the rock and the area filled in with Portland Cement concrete. This concrete which forms a portion of the foundations of the Chamber and walls is to be carried up to about half tide level to form a concrete dam.

" 5. To drive a similar row of sheeting piles on the lower side to that on the upper side down to the rock and to remove all spoil from the dock side of the same down to the rock, and to fill in with Portland cement concrete.

" The object of taking out the spoil or materials down to the rock in the manner as above described being to make a water tight Cofferdam of concrete independent of any of the outer or wing wall works, and, at the same time, to make such concrete or inner dam a portion of the structural works of the Dock."

The cost of the works, as per this memo, was stated by Mr Kinnipple would not exceed \$24,000.00.

It will be noted that in item 1, Mr Kinipple acknowledged that the works in the close-piling and masonry of the wing walls was imperfect and defective, and that it was necessary to make it watertight; and I believe, so far as it was possible, a certain amount of work for remedying these defects was executed.

The work of depositing clay, as specified in item 2, was duly executed, and I may add, a much greater amount of material other than clay has been deposited between the entrance walls.

Mr Kinipple must have been furnished with, or obtained erroneous information, or he would not have submitted the proposal contained in item 3, to "remove the whole of material or soft soil..... *down to the rock*" for at no time since during the progress of the work has the rock been found at any point between "the strutting, or inner row of piles, of the coffer-dam and the face of the outer invert," and therefore his suggestions in this item had to be modified.

Erroneous information also obtained with respect to the additional rows of sheeting piles mentioned in item 4, which were to have been driven to the rock, for no rock was met with in driving piles at a depth of 30 ft, below low water mark; and, instead of extending to high water level, they only extended to a height of 6 ft above low water mark, and the concrete wall has been carried up to a height of 7 ft above high water level instead of to "about half tide level".

During the prosecution of these extra works it was found that the rock could not be reached, and the then Resident Engineer, Mr Pilkington, arranged with Mr Tomlinson and myself that the materials within the area to be enclosed should be dredged to such a depth as would admit of a flooring of concrete 12 ft. in thickness being laid, but no arrangements were made relative to the long length of concrete walls which have been built.

On taking charge, in September, I found that the concrete walls, (auxilliary dam so called) had been completed, and were secured from failure by a large number of iron tie-rods; that the

area enclosed had not been dredged out nor fully concreted in the manner suggested by Mr Pilkington ; that attempts had been made to "pump out" which had resulted in failure ; that towards the construction of the dock proper not anything had been done, and that the whole of the season had been spent on "extra works".

This being the condition of affairs I at once placed the dredging machine at work, had the whole of the unconcreted area cleaned out, and filled with concrete, which was carefully lapped over the rock where it came to the surface. For the purpose of strengthening the concrete wall on the western side, the concrete foundation of the emptying culvert was completed, and against the foot of the eastern wall a mass of rough stone and concrete has been placed.

Work of building the emptying culvert was carried on by tide work, as I did not deem it at all desirable that the concrete walls should be subjected to a greater pressure than that due to 9 ft. of water. Nearly the whole length of this culvert is in place and covered with a mass of rough concrete.

The vacancies behind the walls, into which the tide rose and fell, have been filled in with a gravelly soil taken from the excavation of the roadway leading from the public highway to the dock, and thus all pressure tending to force the walls *inwardly* has to a certain extent been relieved.

On Tuesday last (the 13th), owing to the sudden change which had taken place in the temperature, it was found to be desirable to close the works for the winter, and I have given orders to that effect.

For the completion of this work there still remains to be done :

The excavation and building of nearly *one* third of the body of the dock ;

The works at the entrance, consisting of the outer and inner invert, Caisson Chamber and berth ;

The pump well and culverts and drains in connexion therewith ;

The Engine house and chimney ;

The setting of the boilers, and placing the pumping machinery, and machinery for operating the Caisson ;

The erection of the Caisson, and testing it as per contract :

The general completion of the roadway, and grounds surrounding the dock ; and

The erection of fencing, and of buildings and placing of tools and machinery required for the execution of repairs.

The accomplishment of the preceding, during the working season of 1884, is dependent upon the manner in which the concrete walls (auxilliary dam) withstand the effects of the winter, and if, next spring, they are capable of withstanding a pressure due to a head of 30 ft. and also upon the perfectness and solidity of the concrete flooring, to which reference has been made herein.

The supposition of the Engineers who prepared the plans of this dock was that the wing walls at the entrance, the coffer-dam between them and the close-piling driven along the eastern face of the Government wharf, would together form a coffer-dam and the area enclosed could be pumped out and the whole of the works of the dock be proceeded with almost simultaneously.

This supposition was based on the information they had obtained that the foundation on which the wing-walls, etc., were to be built was *clay*, and this word appears on the contract plans.

Had this been the case, I have no doubt but their supposition would have proved correct ; but in reality only *fine sand* was found, and, though this was known prior to the commencement of any work, no changes were made to suit this marked alteration in the nature of the foundation, and the works, as designed, were carried out, and, as might have been anticipated, they were found to be utterly useless to act as a coffer-dam, and all attempts to "pump out" were fruitless, and thus the construction of "extra works" became a necessity.

With respect to the western wing wall, which has settled forwards some distance out its true line and is badly cracked in several places, I have to state that to-day a mass of clay and stone is piled against and around the pile foundation on which it stands, which must be removed next year ; and, judging from appearances, I have formed the opinion that, after this has been done, failure will take place, and to such an extent as may necessitate the rebuilding of the whole of the wall. This, of course, is a surmise which may, or may not, be verified in the future, but it is a surmise held by those who have had to do with the building of this wall and have watched its action since its completion.

In item 3 of Mr Kinipple's memorandum the following statement is made..... "the face of the outer invert where the dock proper commences and is founded upon rock"..... .

With respect to this it has been shewn that rock does not exist at that point, at least has not been reached by any of the works already built.

To construct the invert and Caisson birth as per plan, they would have to be placed on the concrete flooring, already mentioned, which in term overlies a soft bottom composed of fine sand intermixed with sawdust, and is therefore not a safe and sufficient foundation on which to build the important work just mentioned.

Having had careful measurements made I have found that by shifting the entrance works inwards a distance of 30 ft., they can be founded on the *solid rock*, which rises abruptly, and I have so arranged the work done this fall that this change can be made.

As per plan, the length of the dock from the face of the Caisson to the circular head is 549 ft.; by shifting the entrance works 30 ft. this length will be reduced to 519 ft. a length long enough to accomodate any vessel which can *pass over* the sill of the dock. The "Circassian" (which is 465 ft. in length over all and is, I believe, the longest steamer or vessel frequenting the port) could therefore *as regards length* be accomodated in the dock at this reduced length: the "Parisian" of the same line having a length of 440 feet over all.

The future success and usefulness of the dock entirely depends upon the perfect stability of the outer and inner invert, and the rigidness of the Caisson berth; for it must be borne in mind that a small and apparently insignificant settlement in any of the outer works would cause two difficulties to arise.

1. A jamming or sticking of the Caisson, and, 2, the destruction of the *perfectly watertight joint* which must *at all times* exist between the meeting faces of the Caisson and its berth, without which the dock cannot be kept dry.

For the avoidance of failure and to ensure a successful working in the future I have decided to move the entrance works 30 feet inwards so as to place them on a solid rock foundation, which action I trust will meet the approval of your Board.

From your accountant I have obtained a statement of the amount which has been expended to the 15th inst., in connexion with the construction of this dock, which I place in the following form:

Larkin, Connolly & Co.

Contract work.....	\$214,104 33
Extra-dock proper.....	36,967 92
Auxilliary dam.....	118,601 73
Cement delivered.....	4,200 00
	----- \$373,873 98

Wigham, Richardson Co.....	\$ 29,331 45
Duty, freight, etc., (Caisson).....	9,841 75

	\$ 39,173 20
Carrier, Lainé & Co.....	\$ 19,076 00
Kinipple & Morris.....	\$ 26,339 54
Salary of Rist. Ingineer.....	9,299 97
" " Ass. Ingineer.....	3,283 26
" " Inspectors.....	6,638 31

	\$ 45,561 08
Award and expenses <i>in re</i> Patton.....	\$ 9,380 00
Dredged materials from Fradet.....	2,585 28
Loss on excavation.....	2,500 00
Repairing Pontoon.....	1,000 00
Miscellanneous.....	6,113 55
Total payments to 15th Nov. 1883.	\$499,263 09

I submit as follows :

An approximate estimate of the probable cost of the Dock under present engagements :

Amount of Contract, Larkin & Co.....	\$330,953 89
Extras allowed to 15th Nov. 1883.....	\$ 36,967 92
Probable further amount required.....	3,032 08

	40,000 00
Auxilliary dam to 15th Nov. 1883.....	\$118,601 73
Dredged Materials from Fradet.....	2,585 28
Probable further amount required.....	36,398 27

	157,585 28
Caisson.....	\$ 29,331 45
Freight, duty, storing etc.,.....	9,841 75
Erection.....	10,000 00

	49,173 20
Engines, pumps, etc.,.....	\$ 32,000 00
Boilers.....	4,500 00

	36,500 00

Engineering and Superentendence to		
15th Nov. 1883	\$ 45,561 08	
" " " to completion.....	\$ 5,000 00	
		50,561 08
Award and expenses <i>in re</i> Patton.....	9,380 00	
New Road.....	6,000 00	
Brick boundary wall.....	6,500 00	
Loss on excavation.....	2,500 00	
Repairing Pontoon.....	1,000 00	
Miscellaneous paynts to 15th Nov. 1883 \$ 6,113 55		
do do probable.....	3,886 45	
		10,000 00
		\$700,153 45
Add for shops, tools, plant and machinery for ship repairs and operating dock.....	\$ 25,000 00	
		Approximated Total..... \$725,153 45

Before closing this report I desire to express my approval of the work which has been done by the Contractors, Messrs Larkin, Connoly & Co.

I have the honor to be,

Sir,

Your obdt servant

HENRY F. PERLEY,
Engineer in charge.

A. H. VERRET, Esq.,
Secretary
Harbour Commission
Quebec.



DOMINION OF CANADA.

PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the Years ending on the 31st December, 1882, and 1883, shewing the Countries from whence they came and for which they cleared, whether with cargo or in ballast, also distinguishing the Countries to which they belonged.—

(Compiled by Mr. N. L. G. BELLEAU, of H. M. Customs).

RETURN OF VESSELS INWARD FOR THE YEARS ENDING 31ST DECEMBER 1882 AND 1883.
RETURN OF VESSELS OUTWARDS FOR THE YEARS
ENDING 31ST DECEMBER 1882, AND 1883.

	1882.		1883.		1882.		1883.	
Total Vessels, all kinds.....	10,745	10,745	10,722	10,722	1,625	1,625	1,625	1,625
Vessels, all kinds, in ballast.....	1,215	1,215	1,119	1,119	205	205	205	205
Do. in ballast, in ballast.....	1,119	1,119	1,012	1,012	19	19	19	19
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
Number of Vessels.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
Do. of Sailing Vessels.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
British Isles.....	94	94	112	112	16	16	16	16
France.....	10	10	10	10	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
BY COUNTRY.								
British Isles.....	94	94	112	112	16	16	16	16
French Empire.....	10	10	10	10	1	1	1	1
German Empire.....	1	1	1	1	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
BY PORT OF CLEARANCE.								
British Isles.....	94	94	112	112	16	16	16	16
French Empire.....	10	10	10	10	1	1	1	1
German Empire.....	1	1	1	1	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
BY PORT OF DESTINATION.								
British Isles.....	94	94	112	112	16	16	16	16
French Empire.....	10	10	10	10	1	1	1	1
German Empire.....	1	1	1	1	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
BY PORT OF CLEARANCE AND DESTINATION.								
British Isles.....	94	94	112	112	16	16	16	16
French Empire.....	10	10	10	10	1	1	1	1
German Empire.....	1	1	1	1	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
BY PORT OF CLEARANCE AND PORT OF DESTINATION.								
British Isles.....	94	94	112	112	16	16	16	16
French Empire.....	10	10	10	10	1	1	1	1
German Empire.....	1	1	1	1	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625
BY PORT OF CLEARANCE, PORT OF DESTINATION, AND PORT OF ENTRY.								
British Isles.....	94	94	112	112	16	16	16	16
French Empire.....	10	10	10	10	1	1	1	1
German Empire.....	1	1	1	1	1	1	1	1
Spain.....	1	1	1	1	1	1	1	1
Italy.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Iceland.....	1	1	1	1	1	1	1	1
Portugal.....	1	1	1	1	1	1	1	1
Holland.....	1	1	1	1	1	1	1	1
Belgium.....	1	1	1	1	1	1	1	1
Germany.....	1	1	1	1	1	1	1	1
Switzerland.....	1	1	1	1	1	1	1	1
Norway.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Sweden.....	1	1	1	1	1	1	1	1
Finland.....	1	1	1	1	1	1	1	1
Prussia.....	1	1	1	1	1	1	1	1
Russia.....	1	1	1	1	1	1	1	1
Austria.....	1	1	1	1	1	1	1	1
Denmark.....	1	1	1	1	1	1	1	1
Total.....	10,745	10,745	10,508	10,508	1,625	1,625	1,625	1,625

N. B.—Under the German Empire are included vessels of Prussia, Hamburg, Bremen, Mecklenburg, &c.

Certified Correct,
N. L. G. BELLEAU.

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the number of Vessels, Tonnage, and number of Men employed, distinguishing the number of Vessels Entered and Cleared at Out-Ports, for the years 1879, 1880, 1881, 1882 and 1883:

INWARDS.

	1879.	1880.	1881.	1882.	1883.
	Vessels. Tons. Men.	Vessels. Tons. Men.	Vessels. Tons. Men.	Vessels. Tons. Men.	Vessels. Tons. Men.
Port of Quebec.....	570 582932 15197 786 825050	2973 673790 17243	608 673790 17243	558 621539 16721	648 747282 18739
Out-Port of Chicoutimi	28 17400 381 37 22786	503 29 18720 399 25	503 29 18720 399 25	17052 347 26	17204 367
do Tadousac	6 2583 67 4 1855	48 8 4104 96 2	48 8 4104 96 2	1149 26 4	2306 52
do Les Escoumins .....	.....	7 2578 80 7 3357	89 7 3424 92 4	7 3424 92 4	1720 46
do Sault au-Cochon	5 3631 73 9 4396	111 6 3668 79 5	6 3668 79 5 2994 62 8	6 2994 62 8 4332 100	4671 108
do Betsiamis	10 5352 124 6 4836	84 13 6704 156 7	13 6704 156 7 3367 82 9	13 6704 156 7 3367 82 9	8448 181
do Rivière Ouelle .....	.....	.....	7 6322 123 6	7 6322 123 6 3426 79 14	8448 181
Grand Total for Quebec	628 611918 15842 849861501 21101678722665 181851	620 602820 152399 713785772 19593	620 602820 152399 713785772 19593	620 602820 152399 713785772 19593	620 602820 152399 713785772 19593

OUTWARDS.

Port of Quebec.....	585 569767 14319 773 771013 18213	545 693276 173081 564 570846 14376	624 643716 15402
Out-Port of Chicoutimi	34 18160 420 42 23907	543 34 15584 431 29	17614 372 36 19831 452
do Tadousac	6 2583 67 4 1855	48 8 4104 96 2	1149 26 4 2306 56
do Les Escoumins .....	.....	80 8 3971 104 7	3424 92 4 1720 46
do Sault au-Cochon	5 3631 73 10 4494	117 6 3668 79 5	2994 62 10 4512 110
do Betsiamis	10 5352 124 6 4836	84 12 6090 142 7	3367 82 10 5284 12
do Rivière Ouelle .....	.....	.....	3426 79 14 8448 181
Grand Total for Quebec	640 587493 15003 842 808683 19085	720 737015 18283 620 602820 152399 702 685826 16372	702 685826 16372

(Certified,) N. L. G. BELLEAU.

HARBOUR COMMISSION OFFICE.

QUEBEC, 11th December 1883.

DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

	Total.
Schooners.....	1255
Batcaux.....	1210
Barges.....	223
Steamers.....	268
Tonnage.....	416390
Crews.....	14864
Passengers.....	43311
 IMPORTS.	
Apples.....	18160
Ale & Porter.....	11868
do	brls.
do	hhds.
do	kegs.
Almonds & Nuts.....	4224
Agricultural Implements.....	602
Axes.....	5526
Biscuits.....	19848
do	brls.
Brandy.....	10051
do	brls.
do	hhds.
Boots & Shoes.....	1705
Blacking.....	12781
Beef.....	1272
Barley.....	9442
Blueberries.....	23289
Bran.....	1339
do	bags.
Brooms.....	1384
Butter.....	4943
do	kegs.
Books.....	8253
Baking Powder.....	90203
Bricks.....	2754
Boards.....	16487
Bark.....	2916
Cigars.....	301104
Cheese.....	1930
Crockery.....	2237
do	cases.
	5600
	148
	587

HARBOUR COMMISSION OFFICE.—(*Continued.*)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

		Total.
IMPORTS.—(<i>Continued.</i>)		
Coffee.....	brls.	840
do	bags.	2841
Coal.....	tons.	22950
Cattle.....	bus.	7625
Corn.....	bales.	32279
Cordages.....	bales.	6838
Canada Plates.....	cases.	11489
Carpets.....	bales.	1002
Champagne.....	cases.	1508
Currants.....	brls.	875
Candles.....	boxes.	1946
Clocks.....	cases.	1465
Confectionary.....	C. & B.	5293
do	brls.	2113
Cod Oil.....	galls.	30435
Drugs.....	C. & B.	7645
do	brls.	669
Dry Fish.....	cwts.	1370
Deals.....	pes.	1071927
Eggs.....	doz.	127320
Eels.....	brls.	874
Flour.....	brls.	80120
do	bags.	52198
Feathers.....	bags.	7111
Furniture.....	loads.	540
Fowls.....	brls.	2054
Fruit.....	brls.	1581
do	C. & B.	3793
Gin.....	cases.	15500
do	brls.	547
do	hhds.	97
Glue.....	brls.	281
Grain.....	bags.	3051
Green Fish.....	brls.	7526
Glassware.....	brls.	1457
do	cases.	3018
do	crates.	728
Glass.....	boxes.	18118
Hides.....		50397
Horses.....		439
Hops.....	bales.	581
Herrings.....	brls.	9863
Hardware.....	hhds.	78
do	brls.	801

HARBOUR COMMISSION OFFICE.—(*Continued.*)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

		Total.
	IMPORTS.—(<i>Continued.</i>)	
Hardware.....	C. & B.	8803
do	crates.	167
Hay.....	bdlls.	77645
Iron.....	pkgs.	68653
Leather.....	bales.	8562
Lard.....	kegs.	25078
Linseed.....	bus.	1175
Molasses.....	puns.	126
do	brls.	883
Machinery.....	cases.	1317
Macaroni.....	boxes.	32065
Matches.....	boxcs.	708
Mineral Water.....	brls.	68
Marble.....	pkgs.	1035
Mackerel.....	brls.	183
Nails & Spikes.....	brls.	7160
do	kegs.	10703
Oakum.....	bales.	3463
Oats.....	bus.	257914
Pork.....	brls.	12884
Perch & Pickets.....	....	4055
Peas.....	bus.	3578
Potatoes.....	bus.	58386
Raisins.....	boxes.	24247
Rice.....	bags.	4829
Rakes.....	pkgs.	3338
Rosin.....	brls.	1622
Refrigerators.....	....	565
Sugar.....	brls.	15520
do	hhds.	13
Stones.....	toise.	1052
Shingles.....	M.	5420
Seal Oil.....	galls.	56201
Sheep.....	....	785
Sewing Machines.....	....	4111
Starch.....	boxes.	17721
Soap.....	boxes.	24663
Spice.....	boxes.	14824
Steel.....	pkgs.	8383
Seeds.....	bags.	2157
Shovels & Spades.....	pkgs.	4290
Soda Carb.....	brls.	652
Scales.....	cases.	901
Scythe Handles.....	pkgs.	2601

HARBOUR COMMISSION OFFICE.—(*Continued.*)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

		Total.
IMPORTS.—(<i>Continued.</i>)		
Stationary.....	cases.	4243
Slabs.....	loads.	1822
Sleepers.....		41416
Salmon.....	boxes.	344
Tea.....	boxes.	13234
Tobacco.....	cases.	15310
do	boxes.	1913
Tin.....	cases.	18154
Turpentine.....	brls.	2069
Tar.....	brls.	1656
Trout.....	brls.	76
Wine.....	brls.	2736
Whiskey.....	brls.	1248
do	hhds.	167
Washboards.....	pkg.	725
Whale Oil.....	galls.	1260
Wheat.....	bus.	14724
Wood.....	CORDS.	37373

JAS. WOODS,
Chief Clerk.

LIGHTERED CARGOES.

ALLAN LINE—INWARDS.

Date.	Name of Steamer.	Number of tons.	Amount. \$ cts.
1883			
May 4..	S. S. Scandinavian.....	43	4 30
do 5..	Grecian.....	8	80
do 8..	Circassian.....	29	2 90
do 10..	Buenos Ayrian.....	32	3 20
do 14..	Polynesian.....	40	4 00
do 18..	Manitoban.....	50	5 00
do 22..	Peruvian.....	36	3 60
do 28..	Sarmatian.....	44	4 40
June 1..	Canadian.....	23	2 30
do 4..	Parisian	50	5 00
do 9..	Corean.....	25	2 50
do 11..	Sardinian.....	53	5 30
do 13..	Grecian.....	22	2 20
do 19..	Buenos Ayrian.....	36	3 60
do 19..	Circassian.....	54	5 40
do 26..	Polynesian.....	100	10 00
do 27..	Manitoban.....	67	6 70
do 30..	Hanoverian.....	25	2 50
July 3..	Peruvian	125	12 50
do 6..	Lucerne	10	1 00
do 7..	Nestorian	65	6 50
do 9..	Sarmatian	137	13 70
do 12..	Canadian	105	10 50
do 14..	Parisian	183	18 30
do 16..	Corean.....	175	17 50
do 23..	Sardinian.....	170	17 00
do 24..	Grecian.....	109	10 90
do 29..	Circassian.....	178	17 80
do 31..	Buenos Ayrian.....	36	3 60
Aug. 5..	Hanoverian.....	78	7 80
do 6..	Manitoban.....	99	9 90
do 6..	Polynesian.....	113	11 30
do 12..	Peruvian	148	14 80
do 13..	Lucerne.....	148	14 80
do 18..	Sarmatian.....	150	15 00
do 24..	Corean	88	8 80
do 25..	Grecian	62	6 20
do 25..	Parisian	125	12 50
Sept. 1..	Buenos Ayrian.....	95	9 50
do 1..	Sardinian.....	145	14 50
do 8..	Hanoverian.....	35	3 50
do 10..	Circassian	160	16 00
do 11..	Manitoban	98	9 80
do 17..	Polynesian	124	12 40
do 20..	Lucerne.....	50	5 00
do 22..	Peruvian	81	8 10
do 24..	Corean	43	4 30
	Carried Forward.....	3272	387 20

LIGHTERED CARGOES.—(Continued).

ALLAN LINE—INWARDS.

Date.	Name of Steamers.	Number of tons.	Amount. S cts.
1883	To amount brought forward.....	3272	387 20
Sept. 29.	S. S. Parisian.....	174	17 40
do 30.	Grecian.....	46	4 60
Oct. 8..	Buenos Ayrian.....	30	3 00
do 8..	Sarmatian.....	69	6 90
do 12..	Hanoverian.....	35	3 50
do 15..	Sardinian.....	57	5 70
do 23..	Circassian.....	102	10 20
do 24..	Manitoban.....	23	2 30
do 29..	Polynesian.....	89	8 90
do 30..	Austrian.....	21	2 10
May 28..	Nestorian.....	26	2 60
Nov. 5..	Parisian.....	112	11 20
do 13..	Peruvian.....	146	14 60
do 14..	Buenos Ayrian.....	43	4 30
do 16..	Hanoverian.....	13	1 30
	Total	4858	485 80

DOMINION LINE—INWARDS.

May 2..	S. S. Ontario	22	2 20
do 7..	Texas	27	2 70
do 8..	Dominion	5	5 00
do 14..	Oregon	25	2 50
do 23..	Montréal	26	2 60
do 29..	Toronto	80	8 00
June 4..	Quebec	1	1 00
do 6..	Sarnia	10	1 00
do 18..	Ontario	23	2 30
do 24..	Dominion	30	3 00
do 25..	Oregon	50	5 00
July 3..	Texas	60	6 00
do 9..	Toronto	146	14 60
do 11..	Quebec	5	5 00
do 15..	Sarnia	146	14 60
do 20..	Mississippi	10	1 00
do 23..	Montréal	132	13 20
do 30..	Ontario	67	6 70
Aug. 6..	Oregon	133	13 30
do 13..	Dominion	76	7 60
do 19..	Toronto	86	8 60
do 24..	Quebec	12	1 20
	Carried forward	1334	117 20

LIGHTERED CARGOES.—(Continued.)

DOMINION LINE—INWARDS.

Date.	Name of Stemers.	Number of tons.	Amount.
1883	To amount brought forward.....	1334	117 20
Aug. 25..	S. S. Sarnia.....	162	16 20
do 31..	Mississippi.....	23	2 30
Sept. 3..	Montréal.....	75	7 50
do 11..	Ontario.....	33	3 30
do 18..	Oregon.....	118	11 80
do 24..	Dominion.....	47	4 70
do 30..	Toronto.....	50	5 00
Oct. 5..	Quebec.....	3	30
do 8..	Sarnia.....	46	4 60
do 15..	Mississippi.....	2	20
do ..	Montréal.....	20	2 00
do 24..	Ontario.....	70	7 00
do 29..	Oregon.....	70	7 00
Nov. 7..	Dominion.....	23	2 30
do 11..	Toronto.....	26	2 60
	Total.....	1940	194 00

BEAVER LINE—INWARDS.

May 7..	S. S. Lake Huron.....	7	70
do 2..	Winnipeg.....	20	2 00
do 29..	Manitoban.....	10	1 00
June 12..	Champlain.....	1	10
do 19..	Huron.....	20	2 00
do 26..	Nepegon.....	15	1 50
July 3..	Winnipeg.....	60	6 00
do 18..	Manitoban.....	47	4 70
do 23..	Champlain.....	30	3 00
do 28..	Huron.....	130	13 00
Aug. 6..	Nepegon.....	10	1 00
do 12..	Winnipeg.....	50	5 00
do 21..	Manitoban.....	20	2 00
Sept. 3..	Champlain.....	30	3 00
do 8..	Huron.....	50	5 00
do 20..	Nepegon.....	12	1 20
do 24..	Winnipeg.....	50	5 00
Oct. 1..	Manitoban.....	22	2 20
do 16..	Champlain.....	15	1 50
do 22..	Huron.....	15	1 50
do 31..	Nepegon.....	7	70
Nov. 6..	Winnipeg.....	15	1 50
do ..	Nanitoban.....	10	3 00
	Total.....	646	64 60

LIGHTERED CARGOES.—(Continued.)

SUNDRY STEAMERS—INWARDS.

Date.	Name of Steamer.	Number of tons.	Amount. \$ cts.
1883 Oct. 22..	S. S. Gassbrook	30	3 00

ALLAN LINE—OUTWARDS.

Oct. 12..	S. S. Parisian	25	1 25
do 19..	Sarmatian	90	4 50
	Total	115	5 76

SUNDRY STEAMERS—OUTWARDS.

Nov. 24..	S. S. Coban	340	17 00
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RECAPITULATION.

—	Number of tons.	Amount.	Total Amount. \$ cts.
Allan Line—Inwards.....	4858	485 80	
do Outwards.....	115	5 75	491 55
Dominion Line—Inwards.....	1940		194 00
Beaver Line—Inwards.....	646		64 60
Sundry Steamers—Inwards.....	30		3 00
do Outwards.....	340		17 00
Total .....	.....	.....	770 15

E. & O. E.

Quebec, Dec. 29th 1883.

JAS. WOODS,
Chief-Clerk.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the particulars of the Contracts awarded by the Quebec Harbour Commissioners in connection with the construction of the Graving Dock and of the Harbour Improvements up to the 31st December 1883.

Nature of Contracts.	Date of Contracts.	To whom awarded.	Dates of completion of Contracts.	Net amounts of Contracts.	Deductions from Contracts.	Total amount of Contracts.	Total amounts paid to Contractors.	Total amounts received from Federal Government.	Designation of Statutes authorizing expenditure.	Expenditure incurred each year to date.							Amount required for completion.	Year of completion.	REMARKS.	
										1877	1878	1879	1880	1881	1882	1883				
Harbour Improvements.....	2nd May 1877.....	Peters, Moore & Wright.....	2nd October 1880.....	\$ 24,115.31	5.2 cts.	\$ 24,115.31	\$ 2701.99	\$ 2778.11	All reductions effected 15/1/75 & 8/8/79 have been transferred to additions	\$ 24,115.31	\$ 2778.09	\$ 2778.09							18. In the column under the heading of "Total Engineering Expenses" is included a sum of \$8195.83 paid to Messrs. Kingley & Morris, the late Cadot Engineers both to the Harbour and Graving Dock Commission, for preparing the plans and Specification of the Cross Wall, the construction of which having been estimated by them at £43000 sterling. The amount of \$2325 under the same heading, placed against the Gas Wharf Junction Contract, being out of proportion with the amount of the Contract itself, is explained by the fact that half of the amount of the salaries of the men engaged in the work will be attributed to that work till the middle of the season inasmuch as no other work was in progress.	
Gas Wharf Junction.....	25th September 1882.....	Larkin, Connolly Co.	1st November 1883.....	147	21 ¹ - 81	147	1.00	1.00	36 Vict. Cap. 62, 43 Vict. Cap. 17 and 45 Vict. Cap. 47.	46500.46	164533.10	251572.50	169713.09	70657.10	66854.17	130739.19	137.100			Under the heading of "Sundries including salaries of Inspectors" an amount of \$5090.23 is included in the expenditure connected with Gas Wharf Junction which represents the cost of the property purchased from the Esq. Dunning for the purpose of connecting the Harbour Improvements with North Shore Hallway on the South side.
Dredging of the Louise Basin.....	25th September 1882.....	Larkin, Connolly Co.	1st November 1881.....	1,555.00	138815.00	29876.98	7.00	1293.88	36 Vict. Cap. 62, 43 Vict. Cap. 17 and 45 Vict. Cap. 47.	46500.46	164533.10	251572.50	169713.09	70657.10	66854.17	130739.19	137.100			In the column under the heading of "Amount required for completion" is included the interest on the whole amount of expenditure that will have to be paid till the works will be available—No provision has been made in this column for the payment of the amount that will have to be paid Messrs Peters, Moore & Wright when judgment will have been rendered in their case against the Commissioners.
Cross Wall.....	6th June 1883.....	Larkin, Connolly Co.	1st December 1883.....	3,340.00	6,1900.00	25200.01	7.00	7.00												
Graving Dock.....	17th August 1878.....	Larkin, Connolly Co.	1st June 1882	110,518.81	6158.22	110,518.81														
Caisson for same.....	7th August 1879.....	Wigham Richardson Co.	7th January 1880.....	29211.51	1460.09	1460.09	1.46	29131.51	29.31.48											
Pumping Machinery for same.....	10th March 1880.....	Carrier, Lainé & Co.	1st March 1881.....	1,200.00	1,200.00	1,200.00	1.00	1,111.85	33 Vict. Cap. 56 and 46 Vict. Cap. 49	321129.00	525000.00	525000.00	33 Vict. Cap. 56 and 46 Vict. Cap. 49							Included under the heading of "Sundries including salaries of Inspectors" an amount of \$7154.25 for duty and \$1213.85 for freight on Caisson. All the amounts paid previous to the letting of the man Contract are included in the column under the heading of expenditure incurred in 1878. The large increase of the expenditure for the completion of the Dock is explained in Mr Perley's Report annexed to the Commissioners Report.
Boilers — 2 — do		Carrier, Lainé & Co.	Delivered	5.00				5.00												

(Certified.)

A. H. VERRET.
Secretary-Treasurer.

STOCK OF LUMBER IN THE PORT OF QUEBEC.

INCLUDING MERCHANTABLE AND GULLS

ON THE 1ST OF DECEMBER 1883

(From returns received from the several Courts.)

COMPARATIVE STATEMENT
OF THE

SUPPLY, EXPORT, AND STOCK OF LUMBER.

TO THE 1ST DECEMBER, FOR THE YEARS 1879, 1880, 1881, 1882, and 1883, RESPECTIVELY.—with averages for the same period, and five years preceding.

REMARKS.

QUEBEC, 17th December, 1883.

shing the Trade with the usual annual returns of Manufacture, Export and Stock statements, Prices Current, &c., &c.

seed all former years, and about doubles the quantity of tonnage employed five and great extent loaded at Montreal, only carrying part cargoes from this Port. In sail-scar, but it falls below the average of the past five years. It is worthy of note that the increase, partly accounted for by the number of steam colliers now employed. s, and by the most sanguine a good business was anticipated, but we regret this has back on a year of disappointment; unsatisfactory alike to the Manufacturer and ding one in most of its leading features!

all woods, together with the decline and dullness in shipbuilding throughout Great ' occurred there from time to time in the different industries of the country, have no epression. From "The Timber Trades Journal," 1st December, we take the following o the point:—

branch of industry connected with the timber trade should materially assist the wood rection to look for such revival. The discharging of hands at the great shipbuilding le features that now presents itself, and makes the outlook for that branch of the is immaterial whether the cause of this reduction of labour is due to the new Shipping r to the fact of the supply of ships constructed last year being largely in excess of the : to the country, and at such a critical time especially so to the timber trade, with : intimately connected. Though iron is the material apparently most affected, the on of steamships can only be fully appreciated by those who are in the neighbour-

at White Pine has been moderate, the Export rather above the average of the past d in some cases considerably under the average.

merica is again on the increase, and the export largely in excess of last year. e may remark that they are based on actual sales, though in some articles no trans-) months.

square and waney which would have been considered small a few years ago, has or present demands. The returns from the Supervisor of Cullers Office do not show market, as several lots of St. Lawrence wood remain in the drums unmeasured, apparent inaccuracy in our comparative statements. The spring business opened uses were holding over stocks from 1882 ample for their requirements, so that a very s slightly under the closing figures of the previous year. During the summer months only an occasional Raft being disposed of with difficulty, while early in the autumn ; since that period every thing has been stagnant, even the local market is exceed- t no signs of recovery from this unfortunate state of things.

eived by the last mail are very discouraging showing that stocks are accumulating insequence prices declining. The outlook therefore is very unfavorable and we can ion for this winter, greatly curtailed as the statements show, is likely to be still too ments. A large quantity of common and inferior wood has been absorbed by local : on this branch of the trade. A very large proportion of the present stock is unsold.

Supply.	Export.	Stock.
7,412,034 }	10,427,000	{ 7,780,620 Square.
3,736,523 }		{ 2,758,840 Waney.
8,058,086 }	7,912,160	{ 6,532,152 Square.
3,127,129 }		{ 3,354,943 Waney.

largely consumed, (that twenty years ago over five millions were measured) has under half a million. The shipments are about the same as last year, and the stock t. The slight demand has been confined chiefly to large average and choice parcels t, which has now accounted for most of the inferior grades which were in stock. ll be very light, tho' doubtless sufficient for all demands, as consumption is limited, oyed this timber so freely, is at present in a very unsettled state.

Supply.	Export.	Stock.
498,111	1,048,960	1,510,925
1,474,871	1,024,680	2,362,624

and shipments have greatly diminished during the past ten years, while the heavy ing sawn stuff have materially increased the stock in the Home markets, causing a been greater than last year, while the shipments are considerable and the stock five years, the usual proportion of common and inferior wood being included. The ess than usual.

Supply.	Export.	Stock.
1,916,322	2,132,880	1,203,347
1,316,719	1,957,320	1,362,153

demand throughout the season owing to the very short supply. The operations this , tho' standing timber is becoming scarce and difficult to purchase. The stock in There has been enquiry for 30 to 35 feet average wood, but we did not hear of any clear of such sizes.

REVENUE AND EXPENDITURE.

		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1883	Dec. 31.. To Tonnage.....	26008	34	Dec. 31.. By Officers.....	5525	00			
	Export.....	8872	34	Reporters.....	775	00			
	Import.....	3919	86	Commissioners Attendance	1895	00			
	Harbor.....	2932	62	Auditors for 1882.....	200	00			
	Breakwater.....	5296	27	Breakwater.....	45	10			
	Point a Carcy Wharf.....	6500	00	Point a Carcy Wharf.....	1351	99			
	East India Wharf.....	2500	00	East India Wharf.....	392	85			
	Grand Trunk Wharf.....	2000	00	Grand Trunk Wharf.....	157	00			
	Wellington Wharf.....	2171	66	Wellington Wharf.....	514	02			
	Atkinsons Wharf.....	2260	00	Atkinsons Wharf.....	303	95			
	Reynars Wharf.....	950	00	Reynars Wharf.....	118	15			
	Interest.....	1144	55	Legal.....	212	86			
	Beach & Deep Water Lots.....	1977	37	Printing Commissioners Reports	257	34			
	Sundries.....	61	81	Harbor Masters Service.....	258	25			
				Surveys River St-Charles.....	155	00			
				Painting, &c, Eng. Offices.....	142	13			
				Adv'tz. Stationary, Office cleaning and Sundries.....	1756	13			
				One year Interest and Sinking Fund on \$723,000 Harbour Debentures.....	38873	61			
				Profit & Loss.....	13255	45			
					66594	82			

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

BALANCE SHEET OF 31ST DECEMBER 1883.

Dr.

Cr.

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To Office Furniture.....	2387	36	By Beach & Deep Water Lots	45466 15
Amount at debit Grantees Beach & Deep Water Lots.	39853	31	Quebec Harbor Debenture,.....	160769 00
Amount at debit Lessors.....			Sinking Fund.....	121595 38
Wharves & Warehouses.....	6866	78	Dom. Govt. Graving Duck.....	525000 00
Amount at debit Sundry.....			A. Charlebois.....	50 00
Parties for Harbor Dues.....	1406	83	Profit & Lots.....	57327 99
Point a Carey Wharf.....	27179	36	Recv. Gen. of Canada.....	14460 00
Breakwater do			Jas. F. Goffion.....	149 86
East India do				
Grand Trunk do				
Wellington do				
Atkinsons do				
Reynars do				
Peters, Moore & Wright.....				
Harbor Improvements.....				

Larkin, Connolly & Co	391964 59	
Wigham, Richardson & Co.....	29331 45	
Carrier, Laine & Co	19076 00	
Graving Duck	78056 96	
Larkin, Connolly & Co, Dredging.....	29876 98	
Dredging Contingencies.....	2043 68	
Larkin, Connolly & Co, Piling	12634 65	
Piling Contingencies.....	8218 12	
Larkin, Connolly & Co, Cross Wall.....	25200 60	
Cross Wall Contingencies.....	731 02	
Recv. Gen. Sinking Fund.....	117980 38	
La Banque Nationale.....	56323 82	
Cash.....	675 81	
Jackscrews Account.....	394 87	
Tolls Account.....	977 55	
Open Exchange.....	2519 15	
Fly Bank Channel	6760 11	
Carried forward	2367900 31	
	2371118 38	

BALANCE SHEET OF 31ST DECEMBER 1883.—(Continued).

De.	Cr.
BALANCE SHEET OF 31ST DECEMBER 1883.—(Continued).	
To amount brought forward.....	2367900 31
Anchor Account.....	485 44
Lumber Account.....	1491 19
Suspense Account.....	1241 44
Total.....	2371118 38
	By amount brought forward.....
	3371118 38
	Total.....
	2371118 38

JAS. WOODS,

Book-keeper.

Secretary-Treasurer.

QUEBEC, 1st February 1884.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1883 and that the balance, sheet, as copied on folios 501-502-503 and 504 of this Journal, is correct.

A. GABOURY,
A. AHERN,
Auditors.

STATEMENT of Assets & Liabilities, per Balance Sheet of Date.—Quebec, 31st December 1883.

ASSETS,	\$	cts.	\$	cts.	LIABILITIES,	\$	cts.	\$	cts.
<i>Real Estate:</i>									
Point a Carey Wharf.....	271795	36			Quebec Harbor Debentures,.....	1607069	00		
Breakwater do	220344	63			Recd. on account Graving Dock.....	525000	00		
East India do	48308	49			Six Mos Int. on \$723,000.....	14460	00		
Grand Trunk do	15433	32			Deposit for Specification	50	00		
Wellington do	84730	35			Jas. F. Golden.....	149	86		
Atkinsons do	50945	20				2146728	86		
Reynards do	9918	29							
			701535	64					
<i>In re Beach & Deep Water Lots:</i>									
Capital at debit sundry parties.....	34576	85			Sundry's.				
Arrears of Int to 24 June 1883.....	5276	46			Composed as follows :				
do 24 De' 1883.....	1241	44			Beach & Deep Water Lots	45466	15		
			41094	75	Sinking Fund.....	121595	38		
<i>Harbor Improvements:</i>									
Peters, Moore & Wright.....	625778	13			Profit & Loss.....	57327	99		
Engineering & Sundries	204307	12				224389	52		
Larkin Connolly Co " Dredging "	29876	98							
Dredging Contingencies.....	2043	68							
Larkin Connolly Co " Piling "	12634	65							
Piling Contingencies	8218	12							
Larkin Connolly Co " Cross Wall "	25200	00							
Cross Wall Contingencies	731	02							
			908789	70					
Carried forward.....									
			1651420	09	Carried forward	2371118	38		

STATEMENT of Assets & Liabilities, per Balance Sheet of Date.—Quebec, 31st of December 1883.

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ASSETS.—(Continued.)	\$	cts.	\$	cts.	LIABILITIES.—(Continued.)	\$	cts.	\$	cts.
Brought forward.....	1651420 69			Brought forward.....	2371118 38	
<i>Graving Dock :</i>									
Larkin Connolly Co	394964	59							
Wigham, Richardson & Co.	29331	45							
Carrier, Lainé & Co.	19076	00							
Engineering & Sundries.	78056	96							
	521429	00							
<i>Sinking Fund :</i>									
In hands of Recv. General.....	.....	117980 38							
<i>Cash :</i>									
On hand.....	675	81							
In La Banque Nationale	56323	82							
	56999	63							
<i>Rents :</i>									
Due by Sundries as per Bal. Sheet.....	.....	.....					
<i>Harbor Dues :</i>									
Due by Sundries as per Bal. Sheet.....	.....	.....					
<i>Open Exchange.....</i>	.....	.....					
<i>Fly Bank Channel.....</i>	.....	.....					
<i>Jackscrews :</i>									
On hand.....	.....	394 87							

<i>Tools :</i>		
On hand .....	.....	977 55
<i>Anchors :</i>		
On hand .....	.....	485 44
<i>Lumber :</i>		
On hand .....	.....	1491 19
<i>Office Furniture .....</i>	.....	2387 36
		<hr/>
		237118 38

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

QUEBEC, 1st February, 1884.

We hereby certify that we have examined the statement of Assets and Liabilities of the Quebec Harbour Commission on 31st Decr., 1883—as detailed on pages 505—506—507 and 508 of this Journal—and that we find the same in all particulars the correct position of the Trust at date named.

A. GABOURY, { AUDITORS.
A. AHERN.

Quebec, 1st February, 1884.

TO THE CHAIRMAN AND COMMISSIONERS.

*Quebec Harbour Commission,
Quebec.*

GENTLEMEN,

We beg to report that we have audited the books and vouchers of the commission for the year 1883 and we are pleased to state that we have found every thing in order.

We have to thank Mr Verret and Mr Woods for having given us all facilities possible.

We have the honor to be,
Gentlemen,
Your obedient Servants,

A. GABOURY }
A. AHERN. } Auditors.

QUEBEC HARBOUR COMMISSIONERS' REPORT.

AS PILOTAGE AUTHORITY FOR THE YEAR 1883.

(Under the 36th Victoria, Chapter 54.)

Quebec, 2d January, 1884,

To the Honorable A. W. McLelan,
Minister of Marine and Fisheries, etc.,
Ottawa.

SIR,

In compliance with the provisions of Section 24 of the 36th Victoria, Chapter 54, I have the honor to submit the following report of the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1883:

The operations of the year opened the 21st April by the departure of ten pilots who where sent, by the Intercolonial Railway, to the 1st station in order to board the Schooner No 4 which had wintered there.

On the 5th May the schooner No 3 left with fifteen pilots and was followed, on the 10th of same month, by the Schooner No 1 with twenty five pilots. Five days after twenty one pilots were dispatched, by train, to Rivière-du-Loup in order to meet the Schooner No 4; on the following day, thirty five were forwarded, also by train, to the same place, and, on the next day, they were followed by seven more..

The work of supplying with pilots the various stations during the season was performed by only four schooners, instead of five formerly employed, and the service has been accomplished with satisfaction.

As previously the Railway was frequently used this year to forward pilots to the station.

Old Pilots

Under the 36th Section of the "Pilotage Act 1873" all the old pilots, thirty seven in number, who had attained the age of 65 and over were summoned, before the opening of the navigation, to appear before the Pilotage Authority in order to establish whether they could be continued in the exercise of their duties. With the exception of one, Joseph Lavoie, who was pensioned, they were all found able to continue to perform their duties and a new Licence for one year was accordingly granted to each of them.

Pension List

Three old pilots past the age of 65, Jacques Tremblay, Alexis Vézina and Abraham Couillard Després, have been superannuated at their own request, during the year.

A young pilot, Léandre Raymond, of the age of 34, has also been placed on the pension list on account of incurable insanity of which he has been suffering since many years.

Licence Forfeited

The Licence of the pilot Louis Fortunat Lavoie has been, on the 23th October, declared forfeited under the authority of the Section 34 of the 36 Victoria, Chapter 54, the said pilot having passed two full and consecutive years without acting as a pilot.

Trials

Six pilots were tried during the season on complaints lodged by ship Masters, and four on complaints lodged by the Corporation of Pilots for infringing their regulations.

One of the statements annexed to this Report contains all the particulars as to the nature of the complaint and the result of the trial in each case.

The pilot Nazaire Curodeau who had been tried, on the 4th November 1882, for the grounding of the ship "Sandringham" and found guilty of the complaint lodged against him, had filed an appel before the Superior Court against the judgment condemning him, when the report for the year 1882 was forwarded to your Department. The judgment of the Pilotage Authority was subsequently reversed by the Superior Court.

One of the pilots who were tried during last year, Moïse Lachance, also lodged an appeal against the judgment condemning him. In this case the Superior Court has rendered a judgment maintaining the action of the Pilotage Authority.

Deaths

Four pilots have died during the year : they are respectively named as follows : Pierre Ruelland, Hubert Dumas, Nicolas Fortin and Michel Nil Asselin.

Apprentice Pilots

Five apprentices have been admitted to practice as pilots, during the year, after undergoing the examination required by law, and one, Odilon Lapierre, died on the 3rd September.

There are still twenty four apprentices on the list who are entitled to undergo their examination at the expiration of their apprenticeship under the 8th Section of the 45th Victoria, Chapter 32, which provides for the reduction of the number of Pilots. Among them one has been absent since six years and the other since five. As they have never reported themselves since they have left the may be considered as having forfeited their indentures.

The number of apprentices under that section of this law may therefore be considered as reduced to twenty two.

During the month of April the Board of the Corporation of Pilots have addressed to the Pilotage Authority an application to be allowed to take more apprentices. Having been requested to state the reasons why they had forwarded such an application when they knew that, under the law above cited, the Pilotage Authority could not grant any new licence to any person as a pilot, except to those who were under indenture, until the number of pilots is reduced to one hundred and twenty five, they answered that, if their application was refused, they would be obliged to engage men for sailing their Pilot Schooners, a service which had heretofore been performed by the apprentices, and that, by allowing their request, they would save a large amount of wages, inasmuch as it is the rule to allow but a very small remuneration to the apprentices for their services on board the schooners.

The reasons given by the Board of Pilots having been accepted they were allowed to take seven new apprentices with the understanding however that the candidates will be made aware, before being indentured, of the enactments of the Statute 45th Victoria, Chapter 32, that is to say that they will be informed that they will not be permitted to present themselves to be admitted to practise as pilots until the number of Pilots is reduced to the number fixed by law, after the admittance of the apprentices who were acting under indenture at the time of the adoption of said law.

This condition having been accepted by the candidates recommended by the Board of Pilots they were accordingly indentured six on the 23th May and the other on the 12th July.

A clause embodying the conditions of the engagement has been inserted in the indenture of each.

Directors of the Corporation of Pilots

At their annual meeting, which has taken place the 10th December, the pilots have elected as Directors to their Corporation, for the ensuing year. Messrs Auguste Després, Nestor Lachance,

Philippe Couillard, Laurent Godbout, Cyprien Langlois and Edouard Genest, and subsequently Mr Nestor Lachance has been elected President by the Directors.

The accompanying statements convey all the information annually furnished to your Department with reference to the Pilotage Authority of this District.

I have the honor to be,
Sir,
Your most obedient servant.

A. H. VERRET,
Sec. Treasurer.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1873" 36 Victoria, Chapter 54.

Names of Pilots tried.	Nature of complaint.	Dates of Trials.	Result.	Remarks.
Pierre Pepin dit Lachance....	For having ran ashore, the 12th 30th December 1882.— "Victory" on the Fly Bank.	November 1882.— 2nd Jany 1883.—29th September & 2nd October 1883.	Dismissed.....	The case came twice before the Pilotage. Authority it was dismissed, the first time, for want of jurisdiction and, the second time, on account of the absence of the most important witnesses.
Cyprien Raymond.....	For having, on the 26th May, grounded the Barque "Elizabeth" off Madame Island.	11th June...	Acquitted on account of the irregularity on the part of the ship in taking soundings and reporting no bottom from ten to fifteen minutes before Barque Struck.	
David F. Pelletier.....	For having insulted one of the Directors of the Corporation of Pilots.	12th June...	Found guilty and fined twenty dollars and costs.	

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1873," 26 Victoria, Chapter 54.—(Continued.)

Names of Pilots tried,	Nature of complaints,	Dates of Trials,	Result,	Remarks.
Louis Honore Lapierre.....	For having infringed the Laws of the Corporation of Pilots.	By 27th June ...	Found guilty and fined twenty dollars and costs.	
Moise Lachance.....	For having, on the 23rd May, grounded the Ship "Rutland," on the north side of the Traverse.	30th June, the 3rd & 23rd July.	Found guilty and fined sixty dollars and costs.	An appeal from that judgment taken before the Superior Court was dismissed.
Louis Fontaine	For having, on the 6th June, grounded the Ship "Cosmo" off Hare Island.	12th July.....	Acquitted on the ground that the accident to the ship had not been caused by any neglect of duty on the part of the Pilot.	
Théophile Pepin dit Lachance	For disorderly conduct, under the influence of liquor, when on the roll.	18th July....	Found guilty and fined forty dollars and costs.	
Narcisse Forgette.....	For disorderly conduct, under the influence of liquor, when on the roll.	18th July....	Found guilty and fined forty dollars and costs.	

Abraham Couillard Després.	For having, on the 15th October, 1841, ran the Barque "Romanus," into the Barque "Andromeda," when about off White Island.	25th October	Found guilty and suspended for one calendar month, to be computed from the date of the trial.
Joseph Paquet	For having, on the 14th November, grounded the Barque "Jessie Douglass," at the entrance of the River St Charles.	23d Nov.....	Acquitted, the evidence adduced having established that he was not guilty of the charge lodged against him.

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Certified,

A. H. VERRET,

Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January 1884.

QUEBEC HARBOUR COMMISSION

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners Pilotage Authority on the 31st December 1883.

	Name.	When indentured.	REMARKS.
1	George Dugal.....	11th April 1871	Absent since the fall of 1877.
2	Ernest Nolet.....	19th March 1874	Absent since the fall of 1878.
3	Alfred Dion.....	7th April 1877	
4	Lucien Lachance.....	do	
5	Camille Bernier.....	11th July 1877	
6	Moïse Blouin	do	
7	Moïse Godbout	do	
8	Alfred Godreau.....	do	
9	Alfred Raymond.....	do	
10	Philéas Lachance.....	do	
11	Moïse Arthur Lachance.....	22nd July 1880	
12	Joseph Talbot.....	do	
13	Louis Thivierge.....	20th October 1880	
14	Lawrence Larochelle	do	
15	Edmond Larochelle	30th March 1881	
15	Joseph N. Dallaire	do	
17	Emile Lachance.....	do	
18	Alphonse Asseiu	do	
19	Joseph Plante	15th June 1881	
20	Narcisse Després	do	
21	Alphonse Pâquet	20th July 1881	
22	Napoléon Pouliot	do	
23	Arthur Doiron	do	
24	Adélard Bernier	14th Sept. 1881	
25	Adélard Vézina	23rd May 1883	
26	Jean-Baptiste Pouliot.....	do	Those apprentices having been indentured since the passing of the Act 45 Victoria, Chapter 32, it has been stipulated in the indenture of each that they would not be admitted to pass their examination before the number of Pilots is reduced to 125.
27	Joseph Thivierge.....	do	
28	Léonidas Lachance	do	
29	Eudore Langlois	do	
30	Herménégilde Pâquet.....	do	
31	Frs-X. Eustache <i>alias</i> Wm Doiron..	12th July 1883	

Certified,

A. H. VERRET,

Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January 1884

STATEMENT Showing the Number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1883 ; the number who retired, struck off the active list or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of the Government Steamers and those in charge of Lighthouses, etc.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			
				Inwards.	Outwards.	Movages.	Casualties and Remarks.
1	Joseph Pepin.....	74	St John, Orleans.....	6	5	6	
2	Charles Noel.....	75	Quebec	6	6	7	
3	Edouard Marcoux	75	Sie Pétroni, Orleans.....	8	5	6	
4	Thomas Simard	69	Quebec	7	7	7	
5	Jean Audet dit Lapointe.....	70	St Michel, Beil.....	5	4	5	On the sick list during one month.
6	George Sansere	72	do	7	6	6	
7	Laurent Larocheille.....	71	do	6	5	6	
8	Charles Bernier.....	69	Cap St Ignace	7	5	6	
9	Régis Ménard.....	68	St Valier.....	7	8	6	
10	Jean Pouliot.....	69	St John, Orleans.....	7	6	6	
11	Ers Vézina	69	Quebec	2	1	2	On the sick list part of the season.
12	Hilaire Jovin.....	67	Sie Luce, Rimouski.....	7	7	6	
13	Jean-Bte Bernier	68	L'Isle.....	7	7	6	Employed by the Allan Line of Steamers
14	Joseph Pouliot.....	68	St John, Orleans	7	8	6	
15	Jacques Tremblay.....	75	do	5	5	5	Pensioned the 11th October.
16	Jean Dugas.....	67	Quebec	7	6	7	
17	Gyrien Raymond.....	65	do	6	6	6	Tried the 11th June. Acquitted.
18	Louis Laprise.....	67	do	6	6	6	
19	Pierre Pepin.....	63	do	7	5	5	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movements.	
				7	6	5	
20	Charles Dumas.....	67	Green Island.....	7	6	5	
21	Louis Cottin Dugal.....	73	St Michel, Bell.....	6	6	6	
22	Edouard Genest	63	Ste Pétronille, Orleans.....	0	0	0	One of the Directors of the Corporation of Pilots reelected at last election.
23	Pierre Lapierre.....	66	Notre-Dame, Levis.....	7	6	7	
24	Maloire Delisle	67	Trois-Pistoles.....	7	5	6	
25	Jean-Ble Taibot.....	66	Berthier.....	7	5	5	
26	Joseph Dick.....	64	St John, Orleans.....	6	7	6	
27	Frs Noel.....	73	Ste Pétronille, Orleans.....	5	6	6	
28	Paul Langlois.....	68	Ste Agathe.....	7	4	6	
29	George Aude dit Lapointe..	63	Lauzon, Levis.....	1	0	0	Master of one of the Pilot Schooners.
30	Gabriel Lachance.....	64	St John, Orleans.....	7	6	6	
31	Isaie Marilouche.....	63	Quebec.....	0	0	0	On the sick list during the whole season
32	François Dallaire.....	66	St Laurent, Orleans.....	8	6	6	
33	Laurent Godbout.....	66	Quebec, St Sauveur.....	6	7	7	
34	Pierre Roy.....	68	St Roch, Quebec.....	7	6	6	Died the 29th June.
35	Pierre Rueland.....	66	St Michel, Bell.....	2	0	0	Died at the end of October.
36	Hubert Dumas.....	64	Trois-Pistoles.....	5	5	5	
37	Joseph Boucher dit Morency..	66	Quebec.....	6	7	6	
38	Maurice Pepin dit Lachance..	70	do	0	0	0	
39	David Bouillard	64	St-Laurent, Orleans.....	7	5	6	
40	Edouard Labrèque.....	63	do	7	5	5	
41	Bart. Pepin dit Lachance.....	62	St John,	do	7	6	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.		Casualties and Remarks.
				Inwards.	Outwards.	
75	Joseph Gravel.....	54	Quebec	11	12	5 Employed by the Dominion Line of Steamers.
76	Auguste Couillard Després....	47	Bienville, Lévis.....	0	0	One of the Directors of the Corporation of Pilots. Reelected at last election.
77	Eustache Doiron.....	50	Lauzon, do	7	6	
78	Jean-Bte Pouliot.....	42	St John, Orleans	5	6	
79	Jean Gobeil.....	42	St John, Orleans	6	6	
80	Joseph Pâquet.....	46	do	6	7	
81	Louis Edmond Morin.....	45	Quebec.....	0	0	One of the Directors of the Corporation of Pilots. Not reelected at last election.
82	Moïse Lacharce.....	46	St John, Orleans	6	6	Fined \$60 and costs the 23rd July,
83	Joseph S. Brown	49	Montreal.....	12	13	Employed by the Donaldson Line of Steamers.
84	Hubert Raymond.....	44	do	6	8	
85	Achille Damour.....	44	St Valier.....	6	6	
86	Cyrille Lapointe	44	St Laurent, Orleans	6	6	
87	Joseph Pouliot	40	St John, do	6	5	
88	Edmond Larochele	40	St Michel, Bell.....	0	0	Master of the Government Steamer: "Napoleon III."
89	Ant. Thomas Chouinard	49	Pointe-au-Père.....	8	8	
90	Laurent Godbout	40	St Laurent, Orleans.....	7	6	Elected at last election Director of the Corporation of Pilots.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.--(Continued).

Number Member.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Cutwaters.	Movements.	
117	Joseph Fortier	39	St John, Orleans.....	6	5	6	Employed by the Allan Line of Steamers.
118	Nestor Lachance.....	38	do	10	9	6	Elected at last election Director of Corporation of Pilots.
119	Cyrille Audet dit Lapointe.....	38	St Michel Bell	6	6	6	
120	Edouard Turgeon	37	St Joseph, Levis	6	6	6	
121	Joseph Lapointe.....	40	St Laurent, Orleans.....	0	0	0	Master of one of the Pilot Schooners.
122	Pierre Pepin dit Lachance.....	34	Ste Anne Lapocatière.....	6	7	6	
123	Théophile Gourdeau.....	39	Ste Pétronille, Orleans.....	6	6	6	
124	Isidore Noël.....	33	St John do	3	2	3	Master of one of the Pilot Schooners during part of the season.
125	Jean Evariste Adam.....	39	L'Islet.....	6	6	6	Employed by the Shaw Line of Steamers.
126	Alfred Larochelle.....	33	Notre Dame, Levis.....	6	6	6	
127	Théophile Gorriean.....	36	Quebec, St Sauveur.....	11	9	6	
128	Elzéar Godbout.....	35	do do	8	7	7	
129	George Couillard Després.....	35	Bienville, Levis	7	7	7	
130	Pierre Gobeil.....	35	St John, Orleans.....	6	6	6	
131	Théodule Pepin dit Lachance.....	38	Quebec.....	3	3	3	Fined \$40 and costs the 18th July. Out of the roll part of season.
132	Achille Treffé Simard.....	32	St Joseph, Levis	6	6	6	
133	Jean-Bte Patoine.....	32	Bienville, Levis	6	9	6	
134	Narcisse Lavoie.....	34	Ste Luce, Rimouski.....	3	0	0	Master of one of the Pilot Schooners almost all the season.

185	Joseph Emilio Couillard.....	32	Quebec.....	6	6
136	Louis Albert Royer.....	33	St John, Orleans.....	6	6
137	Ad'gard Sansiere.....	33	St Michel, Bell.....	6	6
138	Onésime Noël.....	31	St John, Orleans	7	6
139	Napoléon Baillargeon.....	33	Ste Pétronille, Orleans.....	6	6
140	David P. Pelletier.....	31	Lauzon, Lévis	10	6
141	Jos. Frs.-X. Bernier	31	Qu'-bec	9	9
142	Frs-X. Demetie.....	31	St John, Orleans.....	6	6
143	Louis Honoré Lapierre.....	33	Notre Dame, Lévis.....	6	8
144	Joseph Eugène Lachance.....	29	St John, Orleans.....	7	6
145	David Arthur Bonfard.....	29	do	6	7
146	Jean Théophile St Laurent.....	32	Quebec.....	6	7
147	Jacques George Dugas.....	31	Ste Anne Iapacotière.....	6	6
148	Jos. Victor Gourdeau.....	36	Ste Pétronille, Orleans.....	6	6
149	Louis alias Trefflé Delisle.....	29	Trois-Pistoles	0	0
150	Jean-Bére Couillard.....	32	Cap St Ignace	0	0
151	Chas. Pelletier.....	33	St Michel, Bell.....	6	6
152	Jos. alias Philéas Langlois.....	37	St John, Orleans.....	7	5
153	Nazaire Delisle	34	do	7	6
154	J. E. Bonaventure Lavoie	31	Ste Luce, Rimouski	7	5
155	Alexis Vézina.....	33	Crane Island.....	6	6
156	Adjutor Baillargeon.....	29	Ste Pétronille, Orleans.....	7	6
157	Samuel Rioux	30	Quebec.....	6	8
158	Ghs. Octave Cavel	29	St Michel, Bell.....	7	6
159	Joseph Dion	27	Green Island.....	6	6
160	Paul Lachance	27	Quebec.....	7	7
161	Arcadius Jourvin	25	Sle Luce, Rimouski	6	7
162	Len Labrecque	33	St Laurent, Orléans	8	6
163	Paul Lachance	28	St John, do	6	7
164	Joseph Pouliot	27	do do	6	6
165	Joseph Larochelle	26	St Michel, Bell	6	10
166	Adjutor Lachance	25	do	6	6
167	Frs Gaudreau	32	Cap St Ignace	7	5
168	Arthur Koenig	32	L'Islet	7	5
169	Eugène Anctil	25	Quebec	6	6

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and remarks.
				Inwards.	Outwards.	Movagges.	
170	David Dumas.....	30	Notre-Dame, Lévis.....	6	6	6	
171	Jos. Lachance	29	St John, Orléans.....	6	6	6	
172	Paul Paquet.....	24	do	6	6	6	
173	Alphonse Poulot.....	31	do	6	6	6	
174	Elzéar Normand.....	24	L'Islet.....	6	6	6	
175	Jean Bernier.....	24	do	7	6	7	
176	Joseph Pâquet.....	22	St John, Orléans.....	7	7	7	Tried the 23th November.—Acquitted.
177	Jean A. Lachance.....	21	Quebec	6	6	6	
178	Arthur Baillargeon.....	26	Ste Pétronille, Orléans.....	6	6	6	
179	Joseph Vézina.....	22	Crane Island	6	6	6	
180	Herménégilde Grisard.....	25	Notre-Dame, Lévis.....	6	6	6	
181	Elzéar Desrosiers.....	30	Ste Luce, Rimouski.....	5	6	6	Licensed the 23d May.
182	John J. A. Irvine.....	27	Green Island	6	6	6	Licensed the 30th May.
183	Fred. Boutard.....	26	St Laurent, Orléans	6	6	6	Licensed the 2d August.
184	Jules Asselin.....	22	St Michel, Bell.....	6	6	6	Average of work of season allowed.
185	Prudent Marmen.....	24	Quchée	6	6	6	Licensed the 2d August.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January, 1884.

(Certified),

A. H. VERRET,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the dates of the opening and the closing of
Navigation in the Harbour of Quebec in 1883.

Date of the opening of the navigation in the
Harbour of Quebec and below 23rd April.

Date of the opening of the navigation in the
Harbour of Quebec and above 5th May.

Date of the closing of the navigation in the
Harbour of Quebec and above 30th November.

Date of the closing of the navigation in the
Harbour of Quebec and below 1st December.

Date of the opening of the navigation in the
River St-Charles 2nd May.

Date of the closing of the navigation in the
River St-Charles 1st December.

The ice bridge before Quebec formed the 2nd February.

Same broke the 23rd April.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the dates of the opening and the closing of
Navigation in the Harbour of Quebec in 1883.—(Continued.)

Date of the clearing of the ice inside the Louise

Basin 25th April.

Date of the formation of the ice inside the Louise

Basin 1st December.

(Certified),

A. H. VERRET,

Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION, }
Quebec, 2nd January, 1884. }

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1883.

RECETTES.		Marcel LeBel, à sa pension du 1er décembre 1882.....	100 83
A balance de 1882.....	\$ 1944 58		
Percentage ou contribution des Pilotes	9843 89		\$ 1019 93
Intérêts sur placements.....	2920 67		
Intérêts par Caisse d'épargnes	10 49		
Amendes.....	135 00		
	14854 63		
DÉBOURSÉS.		7 Pilotes à \$101.	
Par pensions.....	10727 60	F. X. Lachance.....	101 00
Par secours	214 13	Jean Frs Lamarre.....	101 00
Par dépenses générales.....	70 20	Anselme Marmen.....	101 00
Par salaires.....	500 00	Pierre Pelletier	101 00
Par dépôts, Caisse de la Ban- que Nationale	3200 00	Joseph St-Laurent.....	101 00
Balance on Caisse.....	142 70	J. Bte Turgeon.....	101 00
	\$ 14854 63	Frs Thivierge.....	101 00
			\$ 707 00
PILOTES SECOURUS PAR LE FONDS.		6 Pilotes à \$92.	
Frs Vézina.....	36 80	Edouard Demers.....	92 00
Isaïe Marticotte.....	96 00	Clovis Antil.....	92 00
Léandre Raymond.....	28 00	J. Bte Pâquet, arrérages.....	48 00
Maurice Pepin	53 33	do do acc...	69 00
	214 13	Amable St-Laurent.....	92 00
		Marcel Coté, décédé le 24 avril 1883.....	44 47
		Alexis Vézina, à sa pension du 10 avril 1883	51 11
			\$ 488 58
PENSIONNAIRES À LA CHARGE DU FONDS.		5 Pilotes à \$90.	
—PILOTES.—			
Montant payé à chacun d'eux pendant l'année, du 1er Novembre 1882 au 1er Novembre 1883.		Pierre Gourdeau.....	90 00
10 Pilotes à \$110.		Jean Lavoie.....	90 00
Paul Blouin.....	110 00	F. X. Lapointe, décédé le 1er août 1883.....	67 50
Frédéric Bernier	110 00	Joseph Lavoie, à sa pension du 10 avril 1883.....	50 00
Laurent Tremblay.....	110 00	Edouard Rousseau.....	90 00
Jean Dufresne, décédé le 8 avril 1883.....	48 27		\$ 387 50
Dominiique Girard.....	110 00		
Frs Jos. Pouliot.....	110 00	5 Pilotes à \$88.	
J.-Bte Bourge.....	110 00		
Yves Sylvestre	110 00	F. X. Corriveau.....	88 00
Thomas Després, à sa pension du 1er decembre 1882.....	100 83	Joseph Lapointe.....	88 00
		Frs Pelletier.....	88 00
		Michel Fournier, décédé le 5 décembre 1882.....	8 37
		Antoine Rousset.....	88 00
			\$ 360 37

 CORPORATION DES PILOTES.

ETAT des deniers reçus et payées par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

4 Pilotes à \$86.		13 Veuves à \$64.	
Louis Lemieux	86 00	Veuve F. X. Delisle.....	64 00
Frs Nadeau	86 00	“ Robert Demers.....	64 00
Alexis Roy	86 00	“ Hubert Dumas, à sa	
Célestin St-Pierre.....	86 00	pension du 25 sept. 1883 ...	6 25
	\$ 344 00	Veuve Jean Gobeil.....	64 00
		“ Cyprien Langlois.....	64 00
		Veuve Pierre Laprise.....	64 00
		“ Paul Larochele.....	64 00
		“ Joseph Mercier	64 00
		“ Michel Morin	64 00
		“ Jos. Raymond	64 00
		“ Pierre Ruelland, à sa	
		sion du 30 juin 1883	21 35
		Veuve George St-Amand.....	64 00
		“ Damien Boulanger, ar.	33 50
		do do dé-	
		cédée le 30 juin 1883.....	42 66
	\$ 743 76		
3 Pilotes à \$82.		15 Veuves à \$62.	
F. X. Ménard	82 00	Veuve C. J. Adam (A. B.)...	62 00
Michel Vézina, acc.....	41 00	“ J. E. Adam	62 00
Siméon Plante	82 00	“ Damase Babin	62 00
	\$ 205 00	“ Marcel Côté, à sa pen-	
		sion du 24 avril 1883.....	34 10
		Veuve Paschal Dick.....	62 00
		“ Michel Fournier, à sa	
		pension du 5 déc. 1882.....	56 20
		Veuve Nicholas Fortin, 21	
		mai 1883	27 55
		Veuve Pierre Gourdeau (A.F.)	62 00
		“ Isaac Gourdeau	62 00
		“ Amable Genest, arrér.	15 50
		“ do do acc..	46 50
		“ Ls Marie Lavoie.....	62 00
		“ Bénonie Normand.....	62 00
		“ J. M. Plante	62 00
		“ Gabriel Plante.....	62 00
		“ Pierre Paquet	62 00
		“ Fds Rioux	62 00
	\$ 923 85		
5 Pilotes à \$79.		16 Veuves à \$60.	
Frs Côté.....	79 00		
Pierre Charest.....	79 00		
Paul Pouliot.....	79 00		
J. Leon Roy	79 00		
Léanare Raymond, à sa pen-			
sion du 15 février 1883.....	55 96		
	\$ 371 96		
1 Pilote à \$47.		Veuve Antoine Boucher	
James Forbes.....\$	47 00		60 00
VEUVES DE PILOTES.			
12 Veuves à \$68.			
Veuve Edouard Antil.....	68 00		
“ Charles Brown.....	68 00		
“ Maximin Caron	68 00		
“ Chs Chouinard.....	68 00		
“ Alexis Delisle.....	68 00		
“ J.-Bte Dion.....	68 00		
“ Ls Jos Lavoie.....	68 00		
“ Chs Pouliot.....	68 00		
“ Alexis Pelletier	68 00		
“ Nicholas Paradis.....	68 00		
“ Edouard Petigrew.....	68 00		
“ Alex. Vaillancourt, à			
sa pension du 23 oct. 1882.	69 50		
	\$ 817 50	Veuve Antoine Boucher	60 00

CORPORATION DES PILOTES.

ÉTAT des deniers reçus et payées par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1882.—(Suite.)

Veuve J. B. Asselin, décédée le 6 février 1883	16 00	Veuve L. Langlois, (E. D.)....	56 00
Veuve Félix Caron.....	60 00	" Jos. Levesque	56 00
" Louis Crépault	60 00	" Ant. Michaud	56 00
" David Cinq-Mars	60 00	" Pierre Normand	56 00
" Pierre Curodeau.....	60 00	" David Petigrew	56 00
" Ths Connell.....	60 00	" Benj. Pineau	56 00
" Vital Charest	60 00	" Jean Pelletier	56 00
" Joseph Dupil	60 00	" John Simpson	56 00
" Jean Giroux.....	60 00		\$ 840 00
" Pierre Gourdeau (A.N)	60 00		
" Jean Marcoux.....	60 00		10 Veuves à \$48.
" Magloire Mercier, acc.	45 00		
" J. Bte Patoine.....	60 00	Veuve Guill. Amyot	48 00
" J. Bte Tremblay.....	60 00	" Paul Blouin	48 00
" Ed Vaillancourt.....	60 00	" Frs Boissinot	48 00
	\$ 901 00	" Célestin Côté	48 00
		" P. Deerosiers alias Du-	
		tremble	48 00
		Veuve F. X. Lachance	48 00
		" P. P. Lachance	48 00
Veuves Ed Chevalier..	58 00	" Frs Leclerc, arrérages	54 00
" J. Bte Caron.....	58 00	" do	48 00
" Thomas Dick.....	58 00	" Michel Pelletier	48 00
" Amabie Fournier, arr.	32 00	" Abraham Royer	48 00
" dc do acc.	29 00		\$ 534 00
" Dennis Glynn..	58 00		
" Wm Irvine.....	58 00		8 Veuves à \$40.
" Fabien Langelier	58 00		
" Julien Langlois	58 00	Veuve Alfred Antil, à sa pèr-	
" J. Bte Laroche	58 00	sion du 20 Déc. 1882, acc...\$	23 77
" A. Lavoie, (L. M.) ...	58 00	Veuve Jacque Daudurand,	
" Henri Lavoie.....	58 00	acc.....	30 00
" Firmin Levesque, acc.	43 50	Veuve André Keable	40 00
" Henri Noël	58 00	" Guill. Morency	40 00
" Pierre Ross.....	58 00	" Magloire Rioux, acc...	40 00
" R. E. S mard, remariée	29 00	" Pierre Rouleau	40 00
" Fred Simpson	58 00	" J. B. Servant	40 00
" Joseph Simpson.....	58 00	" Henri Verreault	40 00
	\$ 945 50		\$ 293 77
15 Veuves à \$56.		14 Veuves à \$38.	
Veuve L. Asselin, (M. L.)... ..	56 00		
" Grégoire Bernier	56 00	Veuve Zach Blanchet, acc....	19 00
" Germain Caron	56 00	" Fabien Caron	38 00
" Jean Dion.....	56 00	" Magloire Côté	38 00
" Aug. Doiron.....	56 00	" R. Côté alias Urbain,	
" C. F. Koenig.....	56 00	ac	28 50
" Ovide Lachance.....	56 00		

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

Veuve Antoine Fortier	38 00	4 " à 86.....	344 00
" L. Langlois (A. R) arrér	9 50	3 " à 82.....	205 00
" L. Langlois, année.....	38 00	5 " à 79.....	371 96
" Pierre Lapointe.....	38 00	1 " à 47.....	47 00
" Ls Phil. Lavoie.....	38 00	— 46 pilotes.	
" Pierre Michaud	38 00	12 veuves à \$68.....	817 50
" Ths McNeil	38 00	13 " à 64.....	743 76
" Ant. Raymond, arrér..	9 50	16 " à 62.....	923 85
" do année	38 00	16 " à 60.....	901 00
" George Simard, arrér.	19 50	17 " à 58.....	945 56
" do année	38 00	15 " à 56.....	840 00
" Alfred Turgeon	38 00	10 " à 48.....	534 00
" Louis Thivierge.....	38 00	8 " à 40.....	293 77
		14 " à 38.....	542 00
15 ENFANTS.		121 veuves.	
D. Charest (David) Infir., (1)..	15 00	15 enfants à \$15, \$12.50 et	
H. Couillard do (1)..	15 00	\$10.....	254 88
D. Charest (Gervais), infirme (1) arrérages	3 75	182 pensionnaires.	\$10727 60
D. Charest (Gervais), infirme (1) acc	41 25	ÉTATS DU FONDS.	
W. Pettigrew, 1 à 15.00 inf (2)	27 52	Argents prêtés.....	\$33352 71
Ths Boutin, infirme (1)..	15 00	" dans la Caisse d'Epargne.....	3200 00
P. Toussaint, do (1)..	15 00	Argents dans les mains du Trésorier	142 70
F. Dupuis, do (1)..	15 00		\$36695 41
N. Fortin, do (1)..	15 00		
J. Jahan, do (1)..	15 00	A déduire les arrérages de pensions dus ce jour.....	388 03
Isaac Forbes, 1 à 15.00 inf. (2)..	27 48		\$56307 38
E. Lavoie, infirme (1) arr. do do (1) ann	15 00	E. et O. E.	
	18 75	Québec ce 31 décembre 1883.	
P. Garneau, do (1) arr. do do à \$10 ac	5 00	F. X. DION.	
E. Gourdeau, do (1) acc.	7 50	Trésorier.	
E. Gourdeau, décédé le 19 mars 1883	28 75		
	4 88		
	\$254 88		
RÉSUMÉ DES PENSIONS.			
10 pilotes à \$110.....	\$ 1019 93	Nous soussignés certifions avoir examiné les comptes et livres du Fonds des Pilotes Invalides et les avoir trouvés corrects.	
7 " à 101	707 00	ACHILLE DAMOUR,	
6 " à 92	488 58	EMILIO COUILLARD, } Auditeurs.	
5 " à 90	387 50		
5 " à 88	360 37	Jos. P. Roy, Comptable.	

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

F. X. DION, en compte courant avec la Corporation des Pilotes de Québec, au 31 décembre 1883.		
ACTIF.		
A Balance de 1882	\$ 231 00	Par Gages des apprenants..... 703 25
Fonds de réserve de 1882	500 00	Par gages des cuisiniers..... 575 27
Douane de Montréal	44326 98	Par indemnité aux directeurs..... 600 00
“ des Trois-Rivières....	3354 73	Par indemnité aux capt. des goëlettes..... 243 00
“ de Chicoutimi acc '78	200 00	Par indemnité à MM. Dion et Dumas, Saguenay..... 237 00
“ des Escoumains.....	975 57	Par r. interdiction : montant payé à 2 pilotes..... 261 00
“ de Tadousac.....	117 10	Par parts de goëlettes : payé à huit pilotes..... 900 00
“ de la Rivière Ouelle..	219 18	Par intérêts : payé sur emprunt..... 261 25
“ de Sorel	1035 40	Moins perçu, en compte courant avec la Banque Nationale..... 214 70 46 55
Goëlette Taché acc.....	1145 72	Par emprunt : payé en accompte..... 1100 00
Amendes.....	525 00	Par pilotage : remises sur tirant d'eau et vasseaux payées en double.. 1386 24
Temps perdu	580 00	Par salaires des employés..... 1800 00
Pilotage : perçu à Québec....	2677 18	Par fonds de réserve..... 400 00
	86880 03	Par dividende..... 116976 00
	\$142767 99	Par fonds des pilotes Invalides : pourcentage 7% durant la saison
PASSIF.		9581 54
Par Dépenses générales..... \$1555 96		Bilan e..... 58 02
Moins divers effets vendus..... 12 34	1543 62	
Dépenses des pilotes, 937 96		\$142767 99
Moins perçu d'Al- lan Rae & Cie, \$127.50..... } 136 40	801 56	E et O. E.
Moins perçu divers pilotes, \$8.90.... }		Québec, ce 31 décembre 1883.
Par dépenses de goëlettes..... \$1806 60	1691 01	F. X. DION, Trésorier.
Moins voiles, mats, etc, vendues..... 115 59	1691 01	Nous soussignés certifions avoir examiné minutieusement les livres de la Corporation des Pilotes de Québec et les avoir trouvés corrects.
Par provisions..... 2845 85	2791 99	ACHILLE DAMOUR, } EMILIO COUILLARD, } Auditeurs.
Moins montant du à divers pilotes et capt..... 53 86	365 25	Jos. P. Roy, Comptable.
Par loyer : \$300, plus les taxes, \$65.25...		
Par Dawe & Jarvis : montant de leur compte	646 96	



JUL 15 1988

E.M. 13-7-88

